(c) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI); (a) No, Sir.

(b) and (c) Does not arise in view of the answer to (a) above.

Accident of Brindaban Express near Bangalore

107. SHRIMATI RENUKA CHOWDHURY:

SHRI B. SATYANARAYAN REDDY:

SHRI ISH DUTT YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Brindaban Express met with an accident near Ban galore on 7th October, 1988;

(b) if so, what were the causes of the accident;

(c) what were the number of persons killed and injured;

(d) what was the estimated loss of property;

(e) whether any compensation has been paid to the affected persons and if not, what are the reasons therefor; anj

(f) what preventive measure have been by Government and the action taken against the erring persons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes. Sir.

(b) The cause is under investigation by the Commissioner of Railway Safety, South Central Circle.

(c) In the accident, 3 persons lost their lives and 11 sustained injuries.

(d) The cost of damage to railway property has been estimated at Rs. 3.62 932/-

(e) Ex-gratia payment was made to the injured and the next of kin of the dead. Claims will be paid as per the directions of the Claims Commissioner, when is a legal process.

(d) Appropriate action will be taken on receipt of the Inquiry Report of Commissioner of Railway Safety.

Recommendations of the National Committee on Tourism

108. SHRI BHAGATRAM MANHAR:

SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answers to Unstarred Questions 1798 and 1896 given in the Rajya Sabha on the 10th August, 1988 and state:

(a) whether Govenment have since examined the recommendations of the National Committee on Tourism;

(b) if so, what is Government's reaction to varions recommendations made by the said Committee, recommendation-wise; and

(c) to what extent the recommendations of the Committee would be useful for the promotion of domestic as well as in ternational tourism?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Accidents to aircraft of IA.AI. Pawan Hans and Vayudoot

109. SHRI BHAGATRAM MANHAR:
SHRI DHULESHWAR MEENA:

SHRl BIR BHADRA PRATAP SINGH:

Will the Minister of CIVTL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the number of minor and major aircraft accidents

of Indian Airlines, Air India, Pawan Hans and Vayudoot have increased during the last one year, as compared to previous three years;

(b) if so, what is the total number of accidents of these airlines during the last one year stating the causes and the estimated loss incurred by each of the above airlines, separately;

(c) what have been the causes of each of the accidents according to the enquiries made by these airlines and steps taken by Government to improve the performance of each of the above airlines, as compared to foreign airlines of the world? THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRl SHIVRAJ PATIL): (a) to (c) No, Sir. During the last year 1987 and i_n tbe previous three years 1986, 1985 and 1984, the number of accidents to Indian Airlines, Air India, Pawan Hans and Vayudoot aircraft is as follows:—

Year	Indian Airlines	Air India	Pawan Hans	Vayudoot
1987	1	Nil	Nil	1
1986	5	Nil	Nil	Nil
1985	1	1	Not applicable	1
1984	3	1	Not applicable	Nil

The causes of accidents during the year 1987 are given in the enclosed statement *{See below)*. The estimated repairs cost of two aircraft of Indian Airlines is Rs. 12.58 crores. The third aircraft was a total loss. However it was insured for $ 10 million. The total loss incurred by Pawan Hans Ltd. in two accidents during 1988 is Rs. 6.9 crores approximately. Based on the recommendations made in the investigation reports, appropriate follow up action is taken for their implementation, to prevent recurrence of similar in future. The airlines comply with the recommendations made in the reports.

Statement

Cause of Aircraft aceidents which occurred in 1987

SI. No.	Accident	Cause
1	Vayudoot F-27 aircrart VT-DMB at Cooch Behar on 6-7-87	Pilot effected late touch down with higher speed under the prevailing heavy rains. The decision to land in visibility below minimum condition and existence of tall trees in the approach funnel were the contributory factors.
2	Indian Airlines B-737 aircraft VT-EDS at Bangalore on 1-11-1987	Non-locking of the nose landing gear in down position clue to down-wards shifting of the nose landing gear actuator attachment point subsequent to failure of vertical leg of its attachment fitting under fatigue and "H section longitudinal beam under stress corrosion cracking.